

WANDSWORTH BOROUGH COUNCIL

FINANCE AND CORPORATE RESOURCES OVERVIEW AND SCRUTINY
COMMITTEE – JULY 2ND 2020

EXECUTIVE – JULY 7TH 2020

Report by the Chief Executive on the action taken to deliver the Wandsworth
Environment and Sustainability Strategy (WESS) Action Plan

SUMMARY

On 17th July 2019, Wandsworth Council declared a Climate Emergency, setting a target to be a carbon neutral organisation by 2030 and the greenest inner-London council by 2030.

In January 2020, FCROSC and the Executive approved an annual action plan which set out a series of actions to deliver its ambitious ten-year Wandsworth Environment and Sustainability Strategy (WESS).

Delivery started on this action plan immediately and has continued during the COVID-19 lockdown. A key area of work, which has been delivered is the Council's carbon emissions baseline. This is set out in this paper alongside a summary of other actions delivered.

Delivering the Council's climate change commitment is a core objective of "Smart Growth – Wandsworth's Recovery Plan". This will be achieved through the delivery of the WESS, including the acceleration of actions, and by each area of work challenging themselves to consider how in the delivery of their action plans they can reduce carbon emissions and become more sustainable.

WESS Update

RECOMMENDATIONS

1. The Finance and Corporate Resources Overview and Scrutiny Committee are recommended to support the recommendations in paragraph 3 below.
2. If the Overview and Scrutiny Committee approve any views, comments or recommendations on the report, these will be submitted to the Executive and/or the General Purposes Committee for their consideration.
3. The Executive is recommended to:
 - a) Note that becoming the greenest inner London borough and carbon neutral by 2030 is a core objective of the “Smart Growth – Wandsworth’s Recovery Programme”
 - b) Note the carbon emissions baseline information
 - c) Note the action taken to deliver the WESS during the past exceptional few months
 - d) Agree to increase the carbon offset fund price of carbon from £60 to £95 per tonne.

Involves comparison with other Boroughs

Not sure what this means?

BACKGROUND

4. On 17th July 2019, Wandsworth Council declared a Climate Emergency, resolving to be carbon neutral as an organisation by 2030, carbon zero by 2050 and the greenest inner-London council by 2030.
5. Recognising the need for urgency, at the same time as declaring a climate change emergency, the Council also set out its roadmap to achieve this vision in the Wandsworth Environmental and Sustainability Strategy (WESS). In January 2020, FCROSC and the Executive approved an annual action plan which set out a series of ambitious actions to deliver the WESS.
6. This paper provides an update on the actions delivered since February, the carbon emissions for Wandsworth Council as an organisation and an overview of climate change related impacts of the current COVID-19 crisis.

ACCELERATING ACTION ON CLIMATE CHANGE

7. In Paper 20-202 elsewhere on this agenda the Council sets out its vision and roadmap for recovery in Wandsworth. This is an ambitious vision with climate change at its core, both in terms of its commitment to deliver the WESS and in its recognition that reducing emissions and becoming more sustainable will be core themes running through all actions. This reflects both the Council’s commitment to its ambitious targets but also the impact of COVID-19 on how we live and the opportunity that recovery offers in terms of accelerating new approaches, adopting new habits and working together for an ambitious, positive future.

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admirable sentiments, but are appropriate actions being carried forward?

8. Moving forwards the actions delivered since the first annual action plan were agreed will be built upon and the momentum and enthusiasm, which is in place to deliver change in relation to climate change, will be accelerated.

ACTION TAKEN IN DELIVERING THE WESS ACTION PLAN

9. Work to deliver against the priorities and actions established in the WESS and the action plan approved in January 2020 has remained a priority with resources staying dedicated to progressing actions.
10. Key actions delivered since February include:
- Establishment of **baseline carbon emissions** for Wandsworth (see para 15 to 30 of this paper)
 - Preparation of data for energy audits has been completed, consultants appointed to conduct the audits, and these are due to start once safe access to buildings can be secured. **Energy audits will allow detailed analysis of opportunities for energy efficiency and carbon reduction** and will form the basis of the development of a Decarbonisation Strategy for our corporate estate
 - Secured £55,679 funding for **ecargo bikes** from the Department for Transport (administered by Energy Saving Trust) to be used to provide ecargo bikes for the Council and for participating businesses and organisations. Recipients of the bikes include the Council's Inspection and Enforcement and Parks Police teams, together with local businesses and charities. The project aims to increase the profile of ecargo bikes and their diverse and scalable uses, reducing journeys made by car and van within the Council's operations and across the borough
 - Wave 15 of the Wandsworth Grants Fund and Wave 9 of the Wandsworth local Fund opened with **encouragement of the submission of climate change related projects**
 - Secured access to GRANTfinder, which will allow easier tracking of new funding opportunities
 - Consultation concluded on a trial of 27 **proposed bikehangar locations** with installation on 21 streets due by end September 2020
 - Five **School Street schemes** agreed with a further 16 primary schools being assessed to see if they could join the scheme. The five schools are Penwortham, Hillbrook, Alderbrook, Earlsfield and Furzedown
 - Initial scoping work undertaken for a **safe, clean cycle routes mapping** tool and to identify areas to pilot specific initiatives to improve supporting infrastructure to help drive forward the active travel agenda
 - Consultant engaged for **Wandsworth Pension Fund** to provide advice on low carbon policy options, with instructions from Joint Pensions Committee on 2nd June 2020 to deliver report on options for future strategy at earliest opportunity
 - Installation and activation of pilot **Electric Vehicle charging expansion** in Shaftesbury, and additional points in Northcote. This means more lamppost charging points in addition to Source London points,

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immediately adjacent to the extension of the Ultra-Low Emission Zone to the South Circular in October 2021

- The LED street lighting upgrade programme started across housing estates
- 540 trees were planted and 80 trees donated to community organisations and friends' groups.
- Agreement to purchase zero-carbon renewable electricity from October 2020 finalised. This means from October the Council will purchase zero carbon electricity, eliminating our carbon emissions associated with our electricity use and significantly reducing our organisational carbon emissions. The impact of this is set out in paragraph 26.
- The tree planting information leaflets were relaunched, including information on trees for residential gardens
- Wandsworth Youth Commission on climate change was held and was attended by the Leader, Cabinet Member for Education and Children's Services and the Director for Environment and Community Services

11. These actions are alongside those set out in the Council's Transport Action Plan, which was received by the Strategic Planning and Transport Committee in paper 20-169. Key actions in the Transport Action Plan include accelerating delivery of planned urban realm improvements, additional cycle parking facilities at key locations, installation of 'pop-up' cycle lanes and accelerating delivery of Low Traffic Neighbourhood schemes.

12. Paper 20-202 sets out in more detail the suite of actions to be taken around implementing temporary active travel improvements as a response to the current crisis. These will be implemented by end October 2020 and include:

- Install up to six 'pop-up' cycle lanes and key existing cycle route upgrades such as Garratt Lane and Queenstown Road
- Install up to fourteen contra flow cycle lanes on roads such as Bullen Street, Byrne Road, Buttermere Drive, Cloudesdale Road, North Passage, St Ann's Crescent and Tonsley Hill
- Install up to nine Low Traffic Neighbourhoods
- Deliver further roll-out of 20mph limits and lobbying TfL to reduce speed limits on red routes

How long will 'temporary' actions be in place?

13. In addition, recycling and waste collection has continued during the crisis period, with communication material and campaigns around waste minimisation and additional clear recycling sacks supplied to residents.

14. Alongside these delivered actions, progress has also been made in many other areas, including:

- Further development of Carbon Literacy training, with work started on the development of distance learning Carbon Literacy training for staff to replace the face-to-face training originally planned. Wandsworth is still leading the way on Carbon Literacy, with no other London local authorities yet registered as Carbon Literate Organisations and only a handful of Carbon Literacy courses available via online learning

- Work with London South Bank University data science students, who have conducted data analysis on characteristics and locations of low energy efficiency properties across Wandsworth. This innovative data science approach enables us to have a greater understanding of the biggest source of carbon emissions for the borough (domestic energy use) and to develop targeted communications and interventions around fuel poverty, energy efficiency and housing retrofit where it will have the most impact
 - Investigating potential options for encouraging residents to switch energy providers in order to access greener and cheaper energy deals
 - Participation in climate change network meetings, including discussions with the Zero Carbon Places network, London Council and London Environment Coordinators Forum. These discussions are helping shape approaches and develop ideas on how to deliver in a much-changed environment that will enable climate change to be at the heart of our post COVID-19 recovery approach
 - Initial discussions with SSE around the possibility of a district renewable heat network for Wandsworth town and riverside. A renewable heat network could offer significant progress in the decarbonisation of heat supply locally
 - Recruitment underway for a Wandsworth climate change community engagement role. This role will play a key role in the delivery of community facing actions and priorities if the WESS
 - Promotion of composting bins and offering discounts on their purchase via partnership with getcomposting.com, enabling waste minimisation for those households able to compost
 - Progress in development of our Office Waste Management & Recycling Strategy, with composting installed, improved recycling facilities purchased and being installed across all offices. The strategy and locations are being amended to account for social distancing changes
 - Development of a Wandsworth position on idling position, including key areas of discussions on barriers to enforcement for lobbying with other boroughs of the DfT
 - Continued delivery of the capital programme to improve housing blocks and estates with spend on roof and window renewals, upgrading heating systems and electrical works which included energy efficiency measures, all contributing to reduced energy use and lower carbon emissions
15. As highlighted the Council's commitment to climate change and delivering the WESS has been maintained during these unprecedented times. A full update against actions is detailed in Appendix One. This indicates where actions maybe rephased due to the impact of social distancing and the allocation of staffing resources to support residents.

MEASURING CARBON EMISSIONS

16. It is important for us to produce a baseline for the Council's carbon emissions so that we can show what our organisational emissions are, where they are generated from within the organisation and also to set ourselves targets for their reduction. This will enable us to plot a course for achieving our target of

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being carbon neutral as an organisation by 2030. Feedback from residents and community groups around the WESS and climate change also highlighted that they thought this was an important step. We made a commitment in the annual action plan to complete this baseline and report it to FCROSC in July 2020. As such resources were dedicated to this complex piece of analysis. These resources were retained during the Council's response to COVID-19 in order that this commitment to residents was delivered.

17. **Carbon emissions** are categorised into three groups or 'scopes':
- Scope 1 (Direct emissions): Activities owned or controlled by us that release emissions straight into the atmosphere. They are direct emissions and include combustion in owned or controlled boilers and vehicles.
 - Scope 2 (Energy indirect): Emissions being released into the atmosphere associated with our consumption of purchased electricity, heat, steam and cooling. These are indirect emissions that are a consequence of our activities, but which occur at sources we do not own or control.
 - Scope 3 (Other indirect): Emissions that are a consequence of our actions, which occur at sources which we do not own or control and not classed as scope 2 emissions. These include business travel by means not owned or controlled by your organisation, waste disposal, or purchased materials or fuels.
18. The approach used in calculating our carbon emissions is based on the widely used international carbon accounting tool, the **GHG Protocol**. Their Corporate Accounting and Reporting Standard provides the carbon accounting platform for virtually every corporate GHG reporting programme in the world and is best practice in terms of carbon reporting. Previous reporting requirements around carbon emissions for local government, such as National Indicator 185, was based on GHG Protocol principles and respected organisations such as the Carbon Trust use GHG Protocol methodology in their work.
19. In order to calculate the carbon emissions for the organisation, officers established a project team, identified data sources required for emissions reporting, the data owners, and targeted engagement with data owners to ensure they understood the requirements on carbon emissions reporting. Challenges included the volume of data required and the number of sources it came from. Data was not held in a consistent way as it was held for service management purposes rather than carbon reporting purposes, so significant time and effort was required sort through and format the data to ensure that it could be stored in a consistent and easy to report manner and that it could be filed in a central repository for further detailed analysis.
20. Usage data for all Scope 1 and 2 sources has been collated from across the organisation and covers:
- Scope 1:
- Gas use from Wandsworth Council owned and operated buildings
 - Gas use for communal areas of social housing owned by Wandsworth
 - Petrol and diesel use from all vehicles owned and operated by Wandsworth

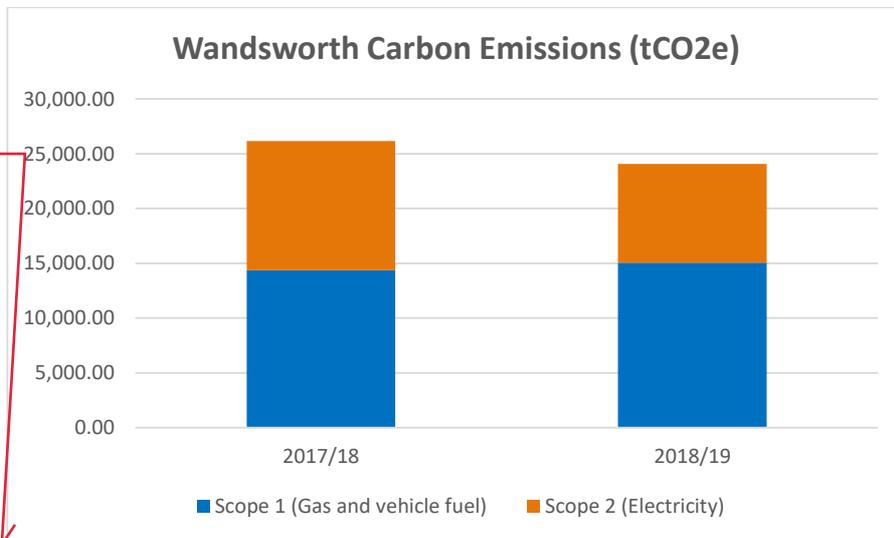
- Petrol and diesel use from all vehicles leased or rented but operated by Wandsworth
- Fuel use by plant, such as generators

Scope 2:

- Electricity use from Wandsworth Council owned and operated buildings
- Electricity use for communal areas of social housing owned by Wandsworth

21. Key areas not included in these emissions because they are categorised as Scope 3 includes emissions by contractors delivering services on our behalf (such as waste services, commissioned social care provision), business travel, staff travel to work, emissions associated with our water usage and waste generated by our own operations. Wandsworth’s Scope 1 and 2 carbon emissions can be seen below:

| Wandsworth Carbon Emissions (tCO2e) | 2017/18 | 2018/19 |
|--|------------------|---|
| Scope 1 (Gas and vehicle and plant fuel) | 14,383.56 | 15,038.34 ↑ |
| Scope 2 (Electricity) | 11,783.90 | 9,040.36 ↓ |
| Total Carbon Emissions | 26,167.46 | 24,078.70 ↓ |



incorrect calculation, see above

Just below 8%

22. The figures show an overall decrease in emissions of 8.67% from 2017/18 to 2018/19. The increase in Scope 1 emissions is due to slight increase in gas consumption and officers are interrogating the data to establish in more detail where increases have occurred to understand the factors behind them. The decrease in Scope 2 emissions is due to ongoing energy efficiency measures being introduced across the corporate estate, as well as the year on year reduction in CO2 emissions associated with electricity as the national grid gradually decarbonises. In addition, Wandsworth generated 120,313.00 kwh of solar power in 2017/18, saving 42.28 tCO2e, and generated 161,581 kwh of solar power in 2018/19, saving 45.26 tCO2e.

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23. The work undertaken to collect the data for our emissions baselining has also allowed officers to set up reporting mechanisms for following years, so we are more easily able to gather the data required. We anticipate that our 2019/20 carbon emissions data will be collected by the end of August 2020, allowing for bills and other relevant information to be sent through and collated.
24. According to most recent available data, as of 2017 emissions from Council activities made up 2.95% of total Scope 1 and 2 emissions for Wandsworth as a borough. This emphasises that while reducing our emissions as an organisation is important, it represents a small fraction of the borough's total emissions.
25. Detailed information on the carbon emissions for Wandsworth as a borough was provided to the Committee on 20th January 2020 in Appendix Two of paper 20-27. While Wandsworth Council has set itself the challenging target of being carbon neutral as an organisation by 2030, this is not the limit of our ambition or responsibility. The WESS and associated action plan are clear that we will lead by example in reducing our emissions, encouraging others to follow suit and working with residents, businesses and partners to reduce their emissions.
26. Information on borough-wide emissions is primarily drawn from data published by BEIS on an annual basis. The next data release (covering 2005 to 2018) is due at the end of June, officers will analyse this data using available tools and review whether further analysis of emissions using external specialists would provide additional value and insight in the planning of our climate change approaches. Analysis work based on the information provided by our borough wide emissions has already taken place. The data science work with London South Bank University highlighted previously in paragraph 11 is an example, which is looking at the largest single source of carbon emissions for the borough, domestic energy consumption, in order to understand where the best opportunities are for maximum emissions reduction.
27. In February, Wandsworth Council committed to purchasing zero carbon electricity from October 2020. Implementing this will result in our carbon emissions from electricity being eliminated, essentially taking our Scope 2 emissions to a minimal amount. Using figures from 2018/19, it is estimated that this will deliver a circa 19% reduction in overall emissions from 2018/19 to 2020/21 and a circa 38% reduction in overall emissions from 2018/19 to 2021/22.
28. In addition to reductions in emissions from zero carbon electricity, the WESS action plan sets out what we will do to deliver further reductions in our carbon emissions. It is anticipated that Scope 1 emissions will also reduce in 2020/21 due to the impact of the COVID-19 lockdown, with many council buildings either closed or operating at much lowered capacity, so reducing energy usage. The approach taken in our data collection should allow us to isolate the COVID-19 impact in our carbon emission figures for 2020/21.
29. While some other local authorities also publish their carbon emissions, it is not necessarily meaningful to directly compare our emissions with theirs.

Department for Business, Energy and Industrial Strategy

Differences in reporting, sizes of organisations and in the number of services delivered in house (and therefore likely to be Scope 1 and 2) versus contracted out (likely Scope 3) between each council make comparisons difficult. It is hoped that work emerging from the LGA around standardised reporting will allow for meaningful comparisons and officers are actively engaged in this work via London Councils.

30. Reporting on our carbon emissions is an important part of our approach to reducing emissions across the Council's operations. However, more work is needed to **deepen our understanding of our emissions and to strengthen our reporting**. The following steps will be implemented over the next 6 months to achieve this:
- Further detailed analysis of the emissions data to identify key sources of carbon emissions. Energy audits are in progress for Wandsworth, these will allow us to identify opportunities for reducing emissions and to develop a Decarbonisation Strategy for our buildings
 - Establish robust regular data collection procedures, which will build on the work already done to collect and collate emissions data
 - Work with other local authorities and bodies on **standardised emissions reporting** for local authorities to allow comparison and identification of good practice. Discussions have already taken place with London Councils around developing a London-wide approach. This is now likely to be superseded by work from the LGA on standard emissions reporting for all local authorities
31. In addition, we will need to develop approaches for measuring our Scope 3 emissions. These are much more difficult to measure as they will mostly relate to the carbon emissions from contracted service providers, waste, water usage and business travel. Some data, such as for our water usage emissions, and emissions from, is already known. However, measuring emissions from contracted providers will require detailed work with commissioning and procurement colleagues, and will be progressed over the next 12 months.

SETTING THE CARBON OFFSET PRICE

32. Since 1st October 2016, the London Plan has required major residential developments to achieve zero carbon standards and if they are not able to achieve those standards pay a carbon offset price covering that shortfall. The emerging new London Plan, anticipated to be adopted in summer 2020, requires boroughs to establish and administer carbon offset funds to collect carbon offset payments from developers to meet any carbon shortfall from new development. The London Plan states that boroughs should develop a price for carbon offsetting using either a nationally recognised carbon pricing mechanism or a price based on the cost of offsetting carbon across the borough. A nationally recognised non-traded price of £95 per tonne has been tested as part of the emerging new London Plan's viability assessment.

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- 33. Given the stage the Council is at with the development of its Local Plan, there is an opportunity to ensure that Wandsworth introduces new and more stringent requirements on climate and sustainability related planning policies. Sustainable Development is a key theme in the WESS and there are a series of actions around building sustainability and carbon reduction into the Local Plan already in the agreed WESS Action Plan. This approach is also in line with Wandsworth's Smart Growth programme and recovery plan, which commits to a continuation of the carbon neutral agenda that had already started prior to COVID-19 and continued during the lockdown phase priorities for the use.
- 34. The Council has already established a dedicated Carbon Offset Fund with contributions secured through the Section 106 planning obligations process. To date £2,290,000 has been secured and £22,300 has been collected, with the trigger for payment of the Carbon Off-Setting Contribution at prior to First Occupation. 10 of the 19 developments with a Contribution are currently under construction. At the 23rd January 2020 meeting of the Committee, in Paper 20-27, the committee agreed the recommendation that the Carbon Offset Fund is used to fund projects reducing energy demand in Council buildings.
- 35. Wandsworth's carbon offset fund currently has a price of £60 per tonne of carbon. In line with the objectives and ambitions set out in the Council's WESS and its Smart Growth Recovery Plan, it is recommended to increase the price of carbon from £60 to £95 per tonne. This increased price has been viability tested by the GLA. A Whole Plan Viability Assessment was carried out on the London Plan to test the cumulative viability impact of proposed policies and standards. This assessment is supported by scenario modelling of policy requirements that are considered to impact on development viability. The underlying message of the London Plan's Viability Assessment is that most development types can meet the policy requirements of the emerging London Plan. The £95 per tonne price is underpinned by a detailed Carbon Offset Price Study undertaken by AECOM in 2017, which based the price of carbon for offset on non-traded prices for carbon. The change to Wandsworth's carbon offset price would stand even in the unlikely event of the adoption of the London Plan being delayed or postponed.
- 36. Enhanced carbon emissions requirements may be seen as a negative impact on viability when seen from a purely construction point of view. However, it should be noted that whilst improved energy efficiency standards may have the effect of increasing costs of construction, they will ensure that a development is good quality and more attractive to the end user, particularly if they have lower running costs. This is likely to enhance the value of the development. Therefore, the overall impact on viability of reducing carbon emissions may be understated.
- 37. The Council should ensure that it is at the forefront among London boroughs in mitigating and adapting to climate change. Raising the price of carbon offset now will ensure Wandsworth is making that commitment.

Carbon offsetting looks more like a way of raising money than ensuring carbon efficient development. need to know more about presumptions and criteria

All seems to be the wrong way round, WBC should be ensuring zero carbon rather than offering developers

FUTURE DELIVERY OF THE WESS

- 38. Climate Change Leads within the Policy and Review Team are actively engaged in exploring alternative ways of delivering actions given the change in circumstances, as well as identifying any potential actions that could be brought forward. A meeting of the Climate Change Steering Group, the senior officer group tasked with overseeing and driving delivery of the WESS, is scheduled for 24th June, which will provide impetus and further focus on prioritisation of actions. This group will drive forward the delivery of the WESS over the coming months and years.
- 39. The focus for the coming months will be on delivery of the actions set out in the annual action plan. Key areas for consideration will be how we can focus on engagement with our residents and communities around climate change within the constraints of social distancing, looking at our actions through the light of recovery, and how we build in emissions reduction into services as they are either reintroduced or ramped up. Actions will be delivered innovatively and at pace to have the maximum impact possible and in line with identified and emerging Key Issues and “Smart Growth” programme.

IMPACT OF COVID-19 ON CLIMATE CHANGE

Vague and generalised statement

- 40. The immediate impact of COVID-19 on climate change has been shown most clearly by the fall in daily global CO2 emissions linked to a reduction in human activity.
- 41. An article in the journal Nature on 19th May highlighted that daily global CO2 emissions had decreased by 17% by early April 2020 compared with the mean 2019 levels, with just under half from changes in surface transport. At their peak, emissions in individual countries decreased by 26% on average. The impact on 2020 annual emissions depends on the duration of the confinement, with a low estimate of -4% (-2 to -7%) if pre-pandemic conditions return by mid-June, and a high estimate of -7% (-3 to -13%) if some restrictions remain worldwide until the end of 2020. Whilst these reductions in emissions have had several benefits, analysis suggests they have not had a significant impact on the overall amount of CO2 in the atmosphere, which is the principal driver of global temperature rise. The build-up of CO2 in the atmosphere will be slightly slower than previously anticipated, however, to substantially slow down global warming greater and more sustained falls in carbon emissions will be needed. The fall in annual emissions needed year-on-year to 2030 is similar to the higher estimate of 2020 emissions (restrictions maintained worldwide until the end of the year). This underscores the scale of the challenge. Government actions and economic incentives post-crisis will likely influence the global CO2 emissions path, and ultimately concentrations of CO2 in our atmosphere, for decades. It is for this reason that reducing carbon emissions and becoming the greenest inner London borough are at the core of “Smart Growth”.

We have experienced the significant impact of COVID-19 on carbon emissions, but even so necessary targets will not be reached. This only goes to emphasize the scope & extent of activity change that is necessary to achieve targets and the areas where change needs to be made.

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Air Quality

42. During the COVID-19 related lockdown air quality monitoring has continued. There has been speculation round COVID-19's potential interactions with health and areas of poor air quality, and its ability to be spread by particulates, which is and will continue to be the subject of studies for many years to come. Early evidence from a Harvard research group (which has yet to be peer-reviewed) indicates small increases in exposure to small particulate (PM_{2.5}) pollution corresponds with increased death from COVID-19. A [study](#) from Germany found overlapping "hotspots" of nitrogen dioxide (NO₂) levels and fatalities from Covid-19 cases, and concluded that "long-term exposure to this pollutant may be one of the most important contributors to fatality caused by the COVID-19 virus [in the studied regions in Italy, Spain, France and Germany]."
43. Alongside any exacerbation of COVID-19 symptoms, PM_{2.5} exposure is linked to lung disease, heart attacks, strokes, asthma, cancer, and impaired brain development. Coarse particulate matter (PM₁₀) is also linked to nasal and upper respiratory problems. NO₂ exposure can result in development of asthma and bronchitis, exacerbate existing conditions, inflame airways and lead to a higher risk of heart disease.
44. Therefore, air quality data can positively contribute to many different areas of work and research including health and policy making.
45. Wandsworth has seven real time automated air quality monitoring stations in the borough for particulate matter PM10 and nitrogen dioxide (NO₂), these feed live data into the London Air Quality Network (LAQN). This is supplemented by an extensive network of diffusion tubes at many locations in the borough. Diffusion tube analytical services were suspended in April due to distancing restrictions; the exposed tubes collected throughout the borough were refrigerated and will be sent to labs by the end of May.
46. The data on air quality needs to be heavily caveated, as there are several unknown variables that may or may not have affected these measurements, these include a potential increase in delivery vehicles during this period and the increase use of residential boilers. This data may become clearer over the coming months. In particular, we do generally see an increase in particulates at this time of year blown in from agriculture and industry.
47. The current measurements show:
- An average of 25% decrease in NO₂ when compared March-April 2019 to March-April 2020 daily mean results recorded at Wandsworth continuous monitoring stations.
 - An average of 26% NO₂ daily mean average decrease when compared pre-lockdown data (March 1st-23rd 2020) and lockdown (24th March-30th April 2020) data recorded at Wandsworth continuous monitoring stations.
 - No definitive overall reduction in PM₁₀ when compared pre-lockdown data with the lockdown data, this is likely due to 'episodes' blown over from the continent. It is not uncommon to see escalated particulates at this time of the year.

- 48. This data is generally in line with current conclusions both regionally and nationally.
- 49. According to the latest estimates provided in the Mayor’s response to the Government’s Air Quality Expert Group call for evidence, daily average NO2 has reduced by around 40 per cent at roadside sites in central London and 18 per cent in inner London. The picture is particularly stark in some of London’s busiest locations, e.g. Oxford Street has seen a 47 per cent reduction in daily average NO2 and for Marylebone Road concentration levels are 48 per cent below average. It appears that decreases observed in Wandsworth are greater than the average across inner London. Examining the daily pattern of traffic congestion (from Waze traffic data reported by Breathe London) across London suggests a link between the greatest reductions in pollution and greatest reductions in congestion – which both occur in the late afternoon from around 3 to 7pm

Transport

More science telling us what we already knew!
No conclusions as to actions(?)

- 50. Due to imposed restrictions on travel there have been resulting reductions in car journeys and the use of public transport. Between mid-March and May 2020 Transport for London (TfL) reported a 95% reduction in people using the Tube compared to the same period last year and an 85% reduction in bus passengers. Although TfL are returning to normal service levels, they have advised that even when 100% of services are running, their network should only carry around 13-15% of normal passenger numbers to enable social distancing. Car usage has also fallen as reported in the daily Government press briefings. At the height of lockdown measures in mid-April 2020, car usage was as low as 22% of normal usage (indexed against the same day of the week for the first week of February). However, since partial easing of lockdown measures, car usage has increased again, with car usage at 51% of normal usage on 15th May 2020. Google data suggests that across London, there has been a 70% decline in people travelling to their workplace. A recent survey by independent UK watchdog Transport Focus indicated that over 50% of Londoners intend to drive rather than use public transport as travel restrictions are relaxed, and over 60% intend to walk or cycle. Almost 50% intend to work from home more often.

- 51. The discouragement of travel, particularly public transport, has massive short-term impacts on travel demand and journey purpose. Some behavioural and societal change is expected to be longer lasting, if not permanent, even if restrictions on movement are fully lifted. However, the climate emergency will continue to require travel by sustainable and active modes, and the current COVID-19 crisis may hasten a move towards this as people see benefits in walking and cycling and experience improved air quality.

- 52. Areas of focus and actions already identified in the WESS and associated action plan, such as creating space for walking and cycling, both in the short- and long-term, will therefore need to be a high priority for the Council. This will also make it easier for people to observe social distancing measures and

A vain hope I beleive

WESS Update

avoid the increased risk on public transport, where social distancing is difficult to maintain. Further benefits could also include the encouragement of people to shop locally, promoting a more locally based economy with fewer emissions attached to shopping trips.

53. The Council has developed a draft Transport Action Plan, which would assist with social distancing across the borough and identified potential short term, medium term and long-term proposals. This focuses on town centres, commuter routes, schools and areas of high pedestrian footfall (such as riverside walking routes) or where there are acute challenges related to social distancing. It considers what physical or other measures may need to be deployed to facilitate social distancing and make people feel more secure as the lockdown eases over time. Putney High Street is proposed as a pilot location for the most immediate measures. The Transport Action Plan was received by the Strategic Planning and Transportation OSC on 9th June 2020.
54. In the longer-term a focus on placemaking in the new Local Plan could bolster the progress made to date on tackling the climate emergency and encourage walking and cycling. To maintain progress on the Council's commitments to net-zero, many of the measures introduced under the Transport Action Plan should be considered for implementation on a permanent basis.

DIRECTOR OF RESOURCES COMMENT

The WESS action plan approved specific revenue budget which will be used to continue to deliver the proposals as outlined in this paper:

| Original 2019/20 | Original 2020/21 | Unspent from 2019/20 | Revised 2020/21 |
|---------------------|---------------------|-------------------------|--------------------|
| £154,300 | £241,400 | £120,000 | £361,400 |

55. Wandsworth also has an allocation within its capital programme of £5m in Wandsworth to support delivery of the WESS.
56. The increase in the price of carbon within the carbon offset scheme from £60 to £95 per tonne will ensure the council is in line with the nationally recognised level and demonstrates the commitment to mitigating and adapting to climate change.

ASSISTANT DIRECTOR OF RESOURCES (CORPORATE SERVICES) COMMENT

57. The limited staffing proposals made within this report will be progressed using established SSA HR practices.
58. The HR service will work to ensure that climate change and the Council's actions on it are embedded in our recruitment and induction processes. Within the same Division we will also be reviewing the carbon impact of our IT provision as set out in the action plan.

The Town Hall,
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SW18 2PU

Paul Martin
Chief Executive

24th June 2020

Background papers

There are no background papers to this report.

All reports to Overview and Scrutiny Committees, regulatory and other committees, the Executive and the full Council can be viewed on the Council's website (www.wandsworth.gov.uk/moderngov) unless the report was published before May 2001, in which case the Democratic Services Manager can supply it if required.

APPENDIX ONE – WESS ANNUAL ACTION PLANS UP TO Q2 2020/21**STATUS May 2020 (PLEASE NOTE THESE ARE STILL BEING UPDATED WITH DIRECTORATES)****SECTION ONE - Getting our own house in order – Becoming carbon neutral as an organisation by 2030**

| Overarching action | Specific Action(s) | Timeline | AD Lead (s) | STATUS | NOTES |
|--|--|------------|-------------------------------------|--|---|
| Reduce emissions of vehicle fleet | Roll out an initial set of low emission fleet vehicles | Q1 2020/21 | Highways Operations and Streetscene | To be rephased due to COVID-19 refocus | Fleet details have been collated and will be analysed alongside baseline emissions data to identify priority fleet vehicles for upgrade. Delayed due to COVID-19! |
| Develop and deliver decarbonisation strategy | Carry out an energy audit of all buildings to establish their performance and improvement measures that are required | Q1 2020/21 | Property Services | In progress | Data for energy audits collated, consultants appointed and energy audits due to start once they are safely able to access buildings. Delayed due to COVID-19! |
| Audit and reduce the Council's IT service energy consumption | Carry out an energy audit of current service | Q1 2020/21 | Property Services | To be rephased due to COVID-19 refocus | As above Delayed due to COVID-19! |
| | Consider cost and practicality of embedding best practice in future procurements and service delivery in line with DEFRA best practice | Q1 2020/21 | Property Services | To be rephased due to COVID-19 refocus | Initial discussions with procurement due to be resumed in Q2 2020/21 for embedding climate into procurement approach. |
| Purchase low-carbon energy | Purchase only renewable electricity | Q4 2019/20 | Property Services | Complete | New contract starts in October 2020 |
| | Investigate costs and phased plan for switching all Council purchased gas to low-carbon gas sources | Q1 2020/21 | Property Services | Complete | Switching via LASER to low-carbon gas not possible at present Reason? |
| Reduce waste from within Wandsworth Council sites | Develop and deliver an Office Waste Management & Recycling Strategy to introduce proper recycling facilities in all offices, separate | Q4 2019/20 | Property Services | To be rephased due to | Composting installed, improved recycling facilities purchased and being installed across all offices; strategy and locations |

| Overarching action | Specific Action(s) | Timeline | AD Lead (s) | STATUS | NOTES |
|--|--|---------------------|---|----------------------|--|
| | for plastics, compost etc in order to increase recycling rates | | | COVID-19 refocus | being amended to account for social distancing changes and phased reopening of offices. Also assessing contract amendments to enable better assessment of recycled and other waste. |
| Promote low carbon procurement | Introduce specification and social value approaches to procurement to direct contractors and suppliers towards minimising their environmental impact | Q4 2019/20 | Financial Services | Complete | What actions? |
| Seeking sources of funding for climate change projects | Explore how the Council can better access funding from grants and other climate/environment funds for climate change related work, including scoping bids, grants and opportunities for funding as well as working with partners to develop a co-ordinated approach to secure funds available. | On-going | Policy and Performance | Ongoing and on track | Corporate access to GRANTfinder secured allowing easier tracking of new funding opportunities. Various work carried out engaging with possible future external partners for bids, in particular in relation to community energy. Grant funding secured for ecargo bikes for organisation and wider borough use. |
| | Increase resources allocated to environmental and sustainability policy More beauracracy? | Q4 2019/20 | Policy and Performance | Complete | Recruited 2 x Climate Change Leads and Climate Change Campaign Officer. Starting recruitment for Partnership and Resident Engagement Office |
| Developing the carbon literacy of the organisation | Develop and roll out programme of carbon literacy training for staff to ensure they have a basic level of knowledge around climate change. | Bronze – Q1 2020/21 | Policy and Performance / Corporate Services | In progress | Developing bespoke online Carbon Literacy training that can be delivered at distance. Climate Change officers have participated in nationwide online training, with accreditation in June 2020. |
| Investigate the decarbonisation of council investments | Wandsworth Pension Fund to engage a consultant to provide advice on low carbon policy options and commission an analysis of the Fund's carbon footprint. Why is divestment so complex for Wandsworth? | Q4 2019/20 | Financial Services | Complete and ongoing | This is an ongoing project and the consultant has already had a few sessions with Members on this. At the Joint Pensions Committee meeting on 2 June 2020, it was agreed to appoint a consultant to undertake a Climate Change Modelling exercise based on the new asset allocation with a view to |

| Overarching action | Specific Action(s) | Timeline | AD Lead (s) | STATUS | NOTES |
|--|--|-------------------------|--|--|--|
| | | | | | bring this to the Joint Pensions Committee's meeting in September 2020 |
| Develop carbon emissions measurement | Develop robust carbon emissions measurements to establish a baseline for the Council's emissions (covering scope 1 and scope 2 emissions) | Q4 2019/20 | Policy and Performance | Complete | Emissions baseline will be presented to FCROSC meeting 2 nd July 2020. Final work being carried out on tool that will be used on ongoing basis across directorates to streamline reporting. |
| | Baseline of borough wide emissions (including exploring work with London Councils to develop London wide approach) | Q4 2019/20 | Policy and Performance | Complete | Borough-wide emissions were reported to FCROSC in January 2020. London Councils work will be superseded by an LGA developed approach to baselining, which London Councils will feed into. |
| | Review the approach used by "best practice" councils to quantify and report on impact of significant procurement decisions on their carbon footprint and look to reflect best practice in Wandsworth OSC reports | Q4 2020/21 | Policy and Performance | Complete | From February all Overview and Scrutiny Committee reports include a comment by the report authors on how the proposed recommendations support the WESS. |
| Effectively measure the impact of the WESS and related actions | Review the approach used by "best practice" councils to quantify the impact of their climate change actions and ensure that Wandsworth reflects best practice in its performance management framework | Q1 2020/21 and on-going | Policy and Performance | In progress | Again, obsession with comparisons. . . |
| Encourage staff to switch to active travel | Introduce staff groups to promote sustainable transport | Q4 2019/20 | Corporate Services Policy and Performance | To be rephased due to COVID-19 refocus | Approach to staff groups is being reconsidered in light of significant alterations to working patterns with increased working from home and social distancing provision. |
| Encourage local people to work for the Council | Pilot social media campaign to encourage local residents to work for the Council | Q4 2019/20 | Corporate Services | Complete and ongoing | minor impact. . . |

SECTION TWO - Reducing the borough's emissions and preparing for climate change

| Overarching action | Specific Action(s) | Timeline | AD Lead (s) | Status | Notes |
|--|---|------------|--|----------|--|
| Improving public transport | Ensure required public transport improvements secured through Section 106 are achieved as part of all major redevelopment schemes | Ongoing | Planning and Transport / Regeneration | Ongoing | Response to COVID-19 likely to feed into discussions in this section |
| | Subject to available funding and to permissions work with Network Rail, the TOC and partners to expand capacity at Clapham Junction station at peak hours and improve access to all. | Ongoing | Planning and Transport | | |
| | Subject to available funding and to permissions, work with Network Rail, the TOC and partners to expand capacity at Putney Station at peak hours and improve access to all. | Ongoing | Planning and Transport | | |
| | Subject to available funding and to permissions, work with Network Rail, the TOC and partners to expand capacity at Wandsworth Town stations at peak hours and improve access to all. | Ongoing | Planning and Transport | | |
| | Subject to available funding and to permissions, work with Network Rail, the TOC and partners to expand capacity at Battersea Park stations at peak hours and improve access to all. | Ongoing | Planning and Transport | | |
| | Subject to available funding and permissions, work with key stakeholders to bring forward major infrastructure projects at Clapham Junction station (Crossrail 2 & Gatwick line). | Ongoing | Planning and Transport | | |
| Supporting sustainable modes of travel | Increase prioritisation for sustainable modes of travel along Nine Elms Lane. What does this mean? | Q4 2019/20 | Planning and Transport / Highways Operations and Streetscene | Complete | Part of Nine Elms/Vauxhall development |

All of this subject to the legacy of COVID-19

| Overarching action | Specific Action(s) | Timeline | AD Lead (s) | Status | Notes |
|---|--|------------|---|----------------------|---|
| Improving cycling infrastructure | Implement programme of cycle improvements and on street infrastructure to facilitate more cycling as outlined in the current cycle strategy, including: <ul style="list-style-type: none"> - Improved cycle links - <u>provision of countdowns at crossings</u> - cycling provisions at junction priority areas - new cycle hubs | Ongoing | Planning and Transport/ Highways Operations and Streetscene | Ongoing and on track | Bikehangar consultations have been completed for 27 locations and installations will be complete by end August 2020 |
| | Improve secure bike storage and increase number of bike stores (hangers) | Ongoing | Planning and Transport | | |
| | Pilot EV charging expansion in Shaftsbury <u>very small number of EVs</u> | Q1 2020/21 | Planning and Transport | Complete | Ubitricity points installed and active |
| Promoting sustainable transport for schools | Implement current School Streets programme restricting parents taking children to and from school by car and monitor the effectiveness of the programme. | Ongoing | Planning and Transport/ Regulatory Services | Ongoing and on track | Five school streets locations activated and consultation underway for up to 20 total school streets across the borough, to be completed by end September 2020. <u>Why so slow?</u> |
| | Develop borough-wide School Streets programme, aiming for 50% of all Wandsworth schools to be included by 2025. | Ongoing | Planning and Transport/ Regulatory Services | | |
| | Work with schools to encourage use of public transport, walking and cycling to school through the production of a School Travel plan (staff and pupils) including monitoring of its effectiveness through securing of a bond and annual review. | Ongoing | Planning and Transport | | |
| Improving access to car clubs | Build on work with car clubs to improve and facilitate the availability of car club vehicles across Wandsworth | Ongoing | Planning and Transport | Ongoing and on track | COVID-19 response will likely create hiatus in roll out of car clubs due to social distancing and hygiene requirements |
| Opposing Heathrow expansion | Continue opposition to Heathrow expansion by working with other councils, Greenpeace and the Mayor of London. | Ongoing | Policy and Performance | Ongoing and on track | Permission for Heathrow to appeal recent decision has been granted. <u>Government will wear opposition down eventually</u> |
| Target idling vehicles | Work with TfL to reduce queues at traffic lights if low traffic to encourage traffic flow | Ongoing | Highways Operations | Ongoing and on track | Idling position is being formalised and barriers to enforcement discussed for lobbying with other boroughs/of DfT |

What about overall impact of vehicles on CO2

It would be interesting to understand the climate impact of car clubs(?)

| Overarching action | Specific Action(s) | Timeline | AD Lead (s) | Status | Notes |
|--|---|--------------------------------|---|--|--|
| | | | and Streetscene | | |
| | Lobby TfL for cleaner, less polluting models of buses | Ongoing | Planning and Transport | Ongoing and on track | All LEBZ now in place Low Emission Bus Zones |
| | Work with TfL on preparing for the implementation of the ULEZ | Ongoing | Planning and Transport | Ongoing and on track | Officers are looking at priority fleet vehicles for renewal to comply with ULEZ. ULEZ standards for HGV have been delayed from October 2020 to February 2021, expanded ULEZ not due until October 2021 |
| | Establish the Air Quality Action Plan Partnership Group | Q4 2019/20 | Highways Operations and Streetscene / Regulatory Services | To be rephased due to COVID-19 refocus | Group will need to be reconsidered / reformatted in light of COVID-19 restrictions |
| Targeting fuel poverty | Work with NHS, energy providers and retrofit organisations to support those vulnerable to ill health from cold homes or effect of severe weather events Not really environmental! | Ongoing | Public Health | Ongoing and on track | Health and Wellbeing Board continue to meet to discuss Local Plan, which will feed into this. Officers have had discussions with community energy/retrofit groups to assess potential options. |
| Promote energy efficiency in schools | Building on feedback from headteachers develop and rollout factsheet for schools on steps they can take to increase energy efficiency and reduce carbon emissions | Q4 2019/20 | Education Standards and inclusion / Property Services | To be rephased due to COVID-19 refocus | Factsheet in draft, to be finalised and delivered at appropriate time in light of COVID-19 closures. |
| Energy efficient lighting across housing estates | Improve lighting across housing estates by moving to LED lighting as appropriate and begin a programme to upgrade all estate lamp columns to LED | Q1 2020/21 start, then ongoing | Housing Services | Ongoing | Programme of work is underway. The first phase will be in Roehampton, this is currently in the design phase with works forecast to start summer 2020. |
| Energy efficiency of housing stock | Deliver the capital programme to improve blocks and estates including renewal of | Ongoing | Housing Services | Ongoing | The Department continues to undertake works to improve homes across our estates. |

| Overarching action | Specific Action(s) | Timeline | AD Lead (s) | Status | Notes |
|---|--|------------|--|----------------------|---|
| | windows, roofs, heating systems and lighting improvements to improve energy efficiency Need to understand this in more detail. What proportion of stock has been dealt with? | | | | Spend on roof and window renewals was nearly £4.5m, £2m was committed to upgrading heating systems and £1.3m was spent on electrical works which included energy efficiency measures. |
| Supporting residents to use greener transport | Promote the use of the small improvements budget for residents to make environmental improvements on their estates e.g. storage facilities for bikes to encourage using greener transport. Anything else? | Ongoing | Housing Services | Ongoing | Use of the small improvements budget for environmental improvements is ongoing. |
| Improve the quality of our green spaces | Achieve net increase in the number of trees within the regeneration areas What other 'regeneration areas' are set to have increased tree cover? | On-going | Regeneration | Ongoing | The work to deliver a net increase in trees within our regeneration areas is ongoing. The proposed amendments to the Alton Estate regeneration include 564 new trees within the public realm and 169 within private communal areas. This is a total of 733 new trees (a net gain of 573 trees). |
| Urban greening and green infrastructure | Promote green infrastructure as playing a critical role in increasing London's capacity to adapt to climate change (e.g. during droughts, heatwaves, heavy rainfall events etc). | Ongoing | Planning and Transport / Customer and Partnerships | Ongoing | Response to COVID-19 may mean current plans can/should be bolstered, especially with co-benefit of more active population – Policy team assessing options and best practice in order to accelerate this Wandsworth doesn't seem very effective in plant maintenance in streets |
| | Adopt new approaches to the design and management of green space (i.e. drought resistant vs native plants etc.) | Ongoing | Planning and Transport/ Contracts and Leisure | Ongoing | |
| | Plant 540 trees by April 2020, with 80 trees given to community organisations to plant on their own land | Q4 2019/20 | Contracts and Leisure | Complete | 540 trees have been planted and 80 trees gifted to community organisations and friends groups. |
| Plant more trees | Relaunch tree planting information leaflets, including information on trees for residential gardens | Q4 2019/20 | Contracts and Leisure | Complete | Where to find leaflets? |
| | Ensure trees management approaches ensure long term survival of trees and reduces need to cut down mature trees. | Ongoing | Contracts and Leisure | Ongoing and on track | Is there anything to say about the approach to mature and ancient trees? |

| Overarching action | Specific Action(s) | Timeline | AD Lead (s) | Status | Notes |
|--|---|---|-------------------------|--|---|
| Reduce the quantity of household waste collected per household | Encourage reduction in waste through education | Ongoing | Contracts and Leisure | Ongoing and on track | Schools engagement and factsheets includes these topics; communications during COVID-19 include discouraging waste |
| | Encourage business / organisations to adopt a low waste approach for food and packaging Could 'encourage' become 'require'? | Ongoing | Contracts and Leisure | Ongoing and on track | N.B. waste collection may be required to change as a result of Environment Bill measures, e.g. including separate food waste, so approach will need to be amended. |
| Reduce plastic waste in the Thames | Minimise use of single use plastics, implement collections of plastic waste from Thames foreshore, River Wandle and Beverley Brook. Including a Council campaign similar to For Fishes Sake and working with organisations such as the Boat Race, Thames 21 and event organisers. | Ongoing | Contracts and leisure | To be rephased due to COVID-19 refocus | Collections from foreshore and information campaign delayed due to focus on COVID-19 response. |
| Identifying flooding threats | Ensure that Wandsworth is complying with its Lead Local Flood Authority duties and responsibilities What does this mean? | Q4 2019/20 | Traffic and Engineering | | Awaiting update on this |
| Improving our flooding resilience | Continue to support the work of the Tideway project. What does this mean? | Ongoing | Planning and Transport | Ongoing and on track | |
| | Maintain and improve good working relationships and collaboration with external organisations to help maintain the quality of our local waterways What does this mean? | Ongoing | Traffic and Engineering | Ongoing and on track | |
| | Ensure application of agreed standards around CO2 emission reductions and BREEAM standards in the planning application process | Ongoing | Planning and Transport | Ongoing and on track | Discussions with planning already taking place around standards and embedding climate change / health and wellbeing focus in Local Plan Absolutely crucial! |
| Why is this in this section. It's a major T&CP point! | | | | | |
| | Implementation of existing Local Plan policies on reducing CO2 emissions and construction standards | Understand baseline CO2 emissions and local trends in order to support getting mitigation policies through examination. | Q1 2020/21 | Policy and Performance/ Planning and Transport | To be rephased due to COVID-19 refocus |

| Overarching action | Specific Action(s) | Timeline | AD Lead (s) | Status | Notes |
|--------------------|---|------------|---|----------|---|
| Local Plan Review | Review the borough's carbon offset price in accordance with the London Plan requirements. | Q4 2019/20 | Planning and Transport | | Active discussions taking place about reframing Local Plan and changing requirements, |
| | Review carbon offset in conjunction with other developer contributions / viability considerations as part of the Local Plan viability evidence, to see whether there is scope to introduce a higher locally determined price subject to evidence, consultation and examination. | Q4 2019/20 | Planning and Transport | | |
| | Ensure carbon offset funds are used to unlock carbon savings from the existing built stock through energy efficiency programmes | Q4 2019/20 | Property Services | Complete | |
| | Through decision making on planning applications, promote and encourage development to be fully resilient to the future impacts of climate change in order to minimise vulnerability of people and property | Ongoing | Planning and Transport | On track | Looking at as part of Local Plan review |
| | Ensure that all major sites (10 or more dwellings or more than 1000 square metres floorspace) have a Construction Management Plan in place secured by condition that seeks to minimise carbon emissions | Ongoing | Planning and Transport / Highways and Streetscene / Regulatory Services | | |

Aim should be to require zero carbon development, not encourage offsetting

should be 'REQUIRE'

Most important area of WBC influence!

Communication and Engagement - We need to progress communications plans and proposed community event as a matter of urgency please.

| Overarching action | Specific Action(s) | Timeline | Lead AD (s) | | |
|-----------------------------------|--|------------|---|--|--|
| Communication and engagement plan | Develop and deliver a communications and engagement plan (including the use of Brightside to communicate what our actions are) | Q4 2019/20 | Customer and Partnerships | In progress | A Brightside issue had been planned for this. All non COVID comms paused during response phase, climate change communications plan currently being developed. |
| | Create a borough-wide 'gardens competition' to promote biodiversity in gardens | Q1 2020/21 | Customer and partnerships | To be rephased due to COVID-19 refocus | May be greater appetite for this in light of COVID-19 response. Format would need to be compliant with social distancing or carried out virtually. |
| | * Refresh council's webpages to ensure that all residents and businesses can access information that supports them to make positive choices in relation to climate change, including (but not limited to) information on energy management and efficiency, biodiversity, water conservation. | Q4 2019/20 | Customer and Partnerships Policy and Performance | In progress | Information on websites, but updates delayed due to IT and Comms refocus on COVID-19. Policy team can continue to prepare new content and review current information provided. |
| | Hold an event bringing together community groups together, along with climate change experts, to discuss strategies and actions going forward at a borough level and plan a resident focussed event | Q4 2019/20 | Customer and Partnerships | To be rephased due to COVID-19 refocus | Develop an engagement approach for the involvement of local groups, residents, businesses and partners in climate change action for Wandsworth in the context of social distancing and increased use of online approaches by end August 2020 |
| | Develop plans for the long term involvement of local groups as partners in the development and delivery of the WESS and set up effective machinery for involving the boroughs residents so the Council can work collaboratively with the rest of the borough. | Q1 2020/21 | Customer and Partnerships Policy and Performance | To be rephased due to COVID-19 refocus | Develop an engagement approach for the involvement of local groups, residents, businesses and partners in climate change action for Wandsworth in the context of social distancing and increased use of online approaches by end August 2020 |
| | Develop an agreed approach for on-going stakeholder (partners, community groups, VCS, | Q4 2019/20 | Customer and Partnerships | | Seems to have got left behind! |

This was one of the XR three principles:
 1) tell the truth
 2) declare emergency
 3) Engage public



| Overarching action | Specific Action(s) | Timeline | Lead AD (s) | | |
|--|--|-----------------------------------|-----------------------------------|--|---|
| | residents and businesses) engagement in climate change action for Wandsworth | | | | |
| | Establish a Wandsworth Healthy Streets Forum chaired by Cabinet Member for Strategic Planning and Transport | On-going | Planning and Transport | Ongoing and on track | Last meeting held on 5 th March 2020 Were WLS involved? |
| Working with schools and young people to promote carbon reduction and climate change action | Raise awareness with schools, including school governors, of action they can take on climate change | On-going | Education Standards and inclusion | On track | Initial presentation/workshop to heads of governors completed; factsheet for schools on steps they can take to increase energy efficiency and reduce carbon emissions to be circulated by September |
| | Hold Youth Commission on climate change | Q4 2019/20 | Early Help | Complete | What was this and what happened? |
| | Hold MUNGA on environmental theme What is MUNGA? | Q2 2020/21 | Education standards and inclusion | Postponed | MUNGA cancelled in light of COVID-19 closures and social distancing |
| | Deliver creative programme with primary schools over spring term exploring how young people feel about the Climate Emergency and educating them on changes that can be made to their home and school environments. Final presentation of work will take place on 13 May 2020 as Wandsworth Arts Fringe Schools Showcase. | Q1 2020/21 | Customer and Partnerships | Postponed | WAF cancelled and schools closed. |
| | Explore with schools how best practice can be shared between schools for example in clusters or between settings | On-going | Education standards and inclusion | To be rephased due to COVID-19 refocus | Approach will need to be reviewed in light of COVID-19 changes – Policy team will help draw together actions taken in conjunction with factsheet for schools |
| Collate and showcase action taken by schools in relation to the environment and sustainability | Q1 2020/21 | Education standards and inclusion | | | |
| Supporting the community | Hold open event where local residents can access information about climate change and practical advice/approaches Should be done in conjunction with local groups | Q1 2020/21 | Policy and Performance | To be rephased due to COVID-19 refocus | Cannot take place at present due to social distancing, however virtual event or comms can be explored, with in-person events to take place in future |

Sounds like good fun, but when it gets going again, needs to be very focused!

| Overarching action | Specific Action(s) | Timeline | Lead AD (s) | | |
|--------------------|--|------------|---------------------------|--|---|
| | Discuss with South Thames and other education providers to ensure courses and curricula reflect changing job requirements as the economy adapts to meet climate change and environmental sustainability needs | Q1 2020/21 | Customer and partnerships | To be rephased due to COVID-19 refocus | Discussions can be picked up and with new focus on green resilient economy in light of COVID-19 |
| Lobbying | <p>Work with London Councils and other local authorities to develop robust, targeted prioritised asks and requirement from central government and the Mayor of London around climate change</p> <p style="border: 1px solid red; padding: 2px;">What is the 'manifesto' for this? May we see more?</p> | On-going | Policy and Performance | Ongoing and on track | Actively engaged with London Councils and other authorities, albeit other boroughs have ceased a lot of climate action. Officers attended recent London Environment Coordinators Forum on 18 th June to present on Wandsworth climate approaches and thinking on green recovery. |